Pedestrians 2005

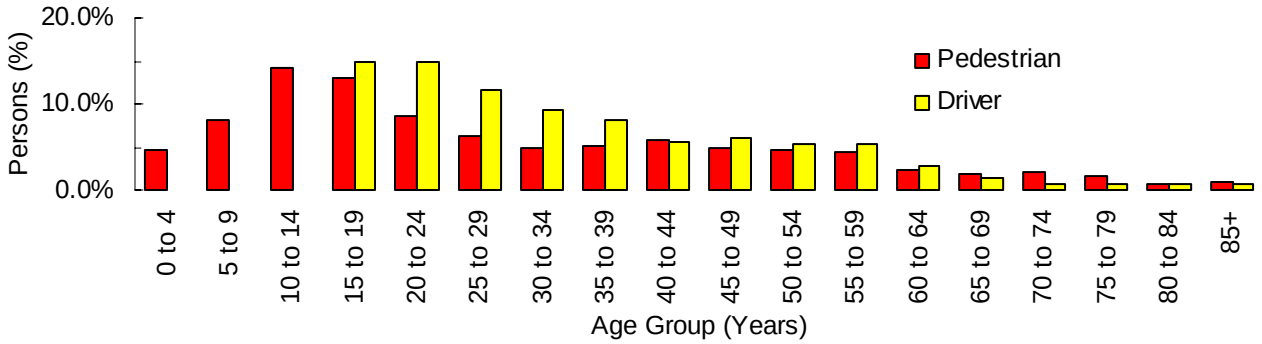
2005 UTAH CRASH FACTS

PEDESTRIANS

Did you know that in 2005. . .

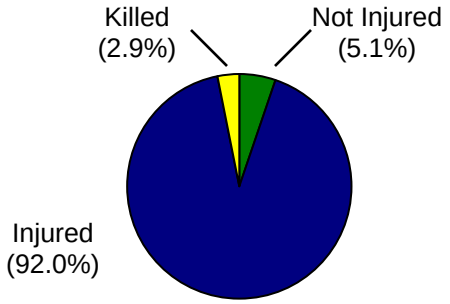
- 681 pedestrians were involved in motor vehicle crashes; 626 were injured, and 20 were killed.
- Pedestrians were 17 times more likely to be killed in a crash than other crash occupants.

Age of Persons Involved in Pedestrian-Motor Vehicle Crashes (Utah 2005)



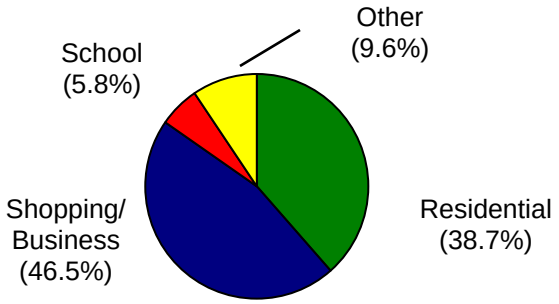
- The highest percentage of pedestrians involved in crashes were aged 10 to 14 years (14.1%).
- Almost half (40.1%) of the pedestrians involved in crashes were under 20 years old.
- The highest percentage of drivers involved in pedestrian crashes were aged 15 to 24 years (29.6%).

Pedestrian Injury Severity (Utah 2005)



- Nearly all pedestrians (92.0%) involved in crashes sustained an injury compared to 20.2% of all motor vehicle crash occupants.

Locality of Pedestrian-Motor Vehicle Crashes (Utah 2005)



- The majority of pedestrian-motor vehicle crashes occurred in shopping/business (46.5%) and residential (38.7%) areas.

Top 3 Contributing Factors Involved in Pedestrian-Motor Vehicle Crashes:

1. Improper Lookout (37.5%)
2. Failed to Yield Right-of-Way (27.7%)
3. Hit and Run (11.6%)

- In addition to the above, “driving under the influence,” “had been drinking,” and “under the influence of drugs” accounted for 1.4% of pedestrian-motor vehicle crashes.

Top 3 Violations of Drivers Involved in Pedestrian-Motor Vehicle Crashes:

1. Failure to Yield Right-of-Way (51.1%)
2. Improper Lookout (18.9%)
3. Other Non-Moving Violations (11.7%)

- Over one-quarter (29.9%) of the drivers involved in pedestrian-motor vehicle crashes received a citation.

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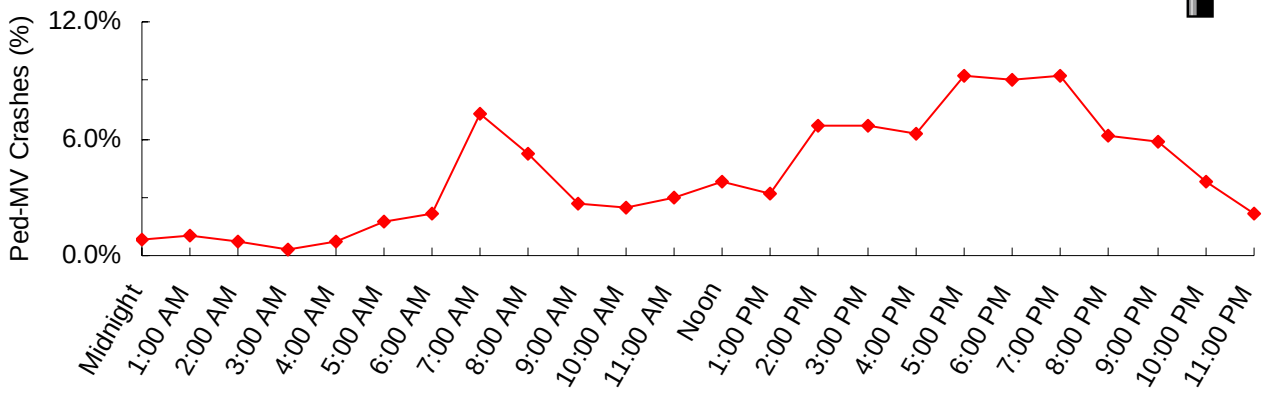
2005 UTAH CRASH FACTS

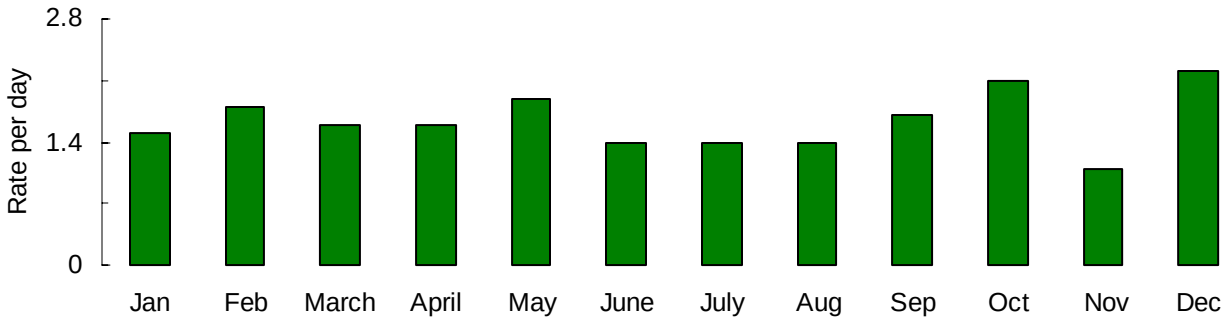
PEDESTRIANS

Time of Day Pedestrian-Motor Vehicle Crashes Occurred (Utah 2005)



- Pedestrian-motor vehicle crashes occurred most often between 2:00 pm to 7:00 pm. There was also a small peak at 7:00 am.

Month of the Year Pedestrian-Motor Vehicle Crashes Occurred (Utah 2005)



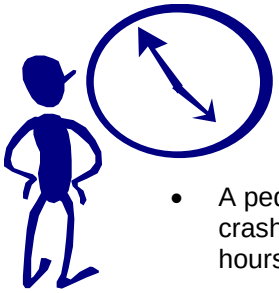
- December (2.2) and October (2.1) had the highest rates per day of pedestrian-motor vehicle crashes.

Actions of Pedestrians Prior to Crashes (Utah 2005)

1. Crossing Intersection with Signal (23.2%)
2. Crossing Not at Intersection (15.9%)
3. Crossing Intersection with No Signal (11.9%)
4. Crossing Intersection Against Signal (7.0%)
5. Other Standing in Roadway (5.1%)

- "Crossing Intersection (with signal, no signal, against signal, diagonally)" comprised 42.7% of pedestrian actions prior to crashes.

Pedestrian Crash Clock (Utah 2005)



- A pedestrian-motor vehicle crash occurred every 15 hours.

Alcohol and Other Drug Involvement

- Of the 20 pedestrians killed in Utah during 2005, 2 pedestrians (10.0%) were impaired by alcohol or other drugs, and 2 pedestrians (10.0%) were killed by an impaired driver.

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Section 7: Pedestrians

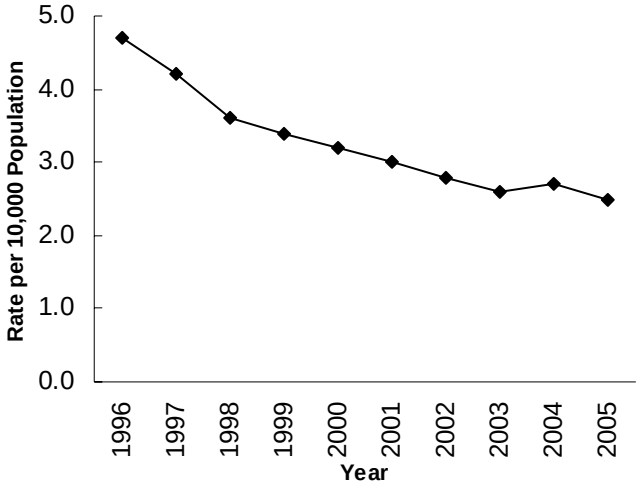
Trends

Pedestrians Involved in Crashes 1996-2005

Pedestrians									
		Non-Injured Pedestrians		Injured Pedestrians		Pedestrians Killed		Total Pedestrians	
		Non-Injured Pedestrians	Rate per 10,000	Injured Pedestrians	Rate per 10,000	Pedestrians Killed	Rate per 10,000	All Pedestrians	Rate per 10,000
Year	Population	#	Population	#	Population	#	Population	#	Population
1996	2,042,893	49	0.24	966	4.7	33	0.16	1,048	5.1
1997	2,099,409	41	0.20	889	4.2	39	0.19	969	4.6
1998	2,141,632	33	0.15	774	3.6	43	0.20	850	4.0
1999	2,193,014	32	0.15	748	3.4	38	0.17	818	3.7
2000	2,246,553	44	0.20	708	3.2	33	0.15	785	3.5
2001	2,295,971	39	0.17	682	3.0	33	0.14	754	3.3
2002	2,338,761	32	0.14	664	2.8	25	0.11	721	3.1
2003	2,385,358	42	0.18	616	2.6	28	0.12	686	2.9
2004	2,469,230	45	0.18	675	2.7	25	0.10	745	3.0
2005	2,547,389	35	0.14	626	2.5	20	0.08	681	2.7
Total	22,760,210	392	0.17	7,348	3.2	317	0.14	8,057	3.5

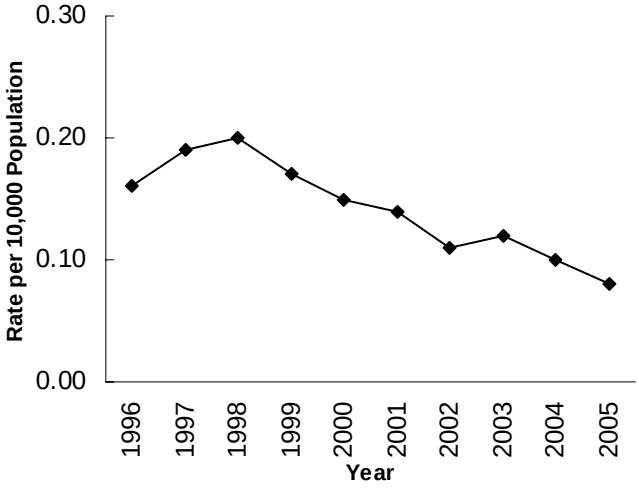
- In 2005, the rate of pedestrians injured in crashes was 2.5; a 7% decrease from 2004.
- In 2005, the rate of pedestrians killed in Utah crashes was 0.08, a new ten-year low.

Pedestrians Injured in Crashes (Utah 1996-2005)



- Over the last ten years, total pedestrians involved in crashes and pedestrians injured in crashes have followed a similar trend.
- The highest rate of total pedestrians involved in crashes (5.1) and the highest rate of pedestrians injured in crashes (4.7) occurred in 1996, and have been followed by a decreasing trend.

Pedestrians Killed in Crashes (Utah 1996-2005)



- Over the last ten years, the highest rate of pedestrians killed in crashes occurred in 1998 (0.20).
- Since 1998, the rate of pedestrians killed in crashes has varied slightly from year to year, but has followed a decreasing trend; reaching a new ten-year low in 2005.

NOTE: Part of the decrease in reported pedestrians involved in crashes from 1997 forward is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, pedestrians that were involved in crashes that occurred in a parking lot, driveway, and other private roadways are not included from 1997 forward.

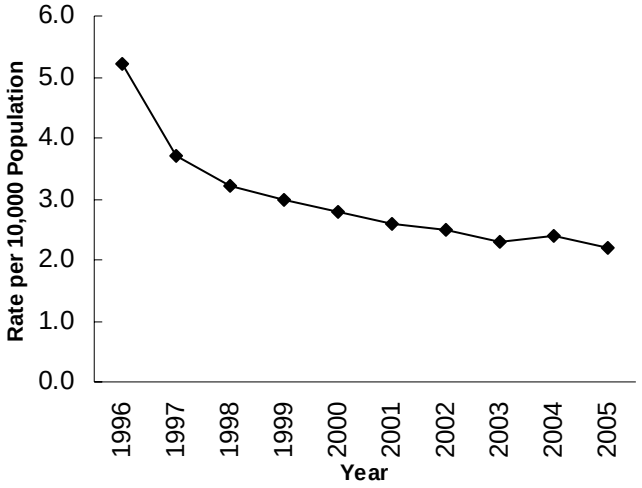
Trends

Pedestrian-Motor Vehicle Crashes 1996-2005

Pedestrian-Motor Vehicle Crashes									
		Property Damage Only (PDO)		Injury		Fatal		Total	
		Ped-MV PDO Crashes	Rate per 10,000	Ped-MV Injury Crashes	Rate per 10,000	Ped-MV Fatal Crashes	Rate per 10,000	All Ped-MV Crashes	Rate per 10,000
Year	Population	#	Population	#	Population	#	Population	#	Population
1996	2,042,893	44	0.2	1,060	5.2	33	0.16	1,137	5.6
1997	2,099,409	77	0.4	773	3.7	34	0.16	884	4.2
1998	2,141,632	28	0.1	679	3.2	41	0.19	748	3.5
1999	2,193,014	24	0.1	661	3.0	35	0.16	720	3.3
2000	2,246,553	31	0.1	626	2.8	30	0.13	687	3.1
2001	2,295,971	30	0.1	597	2.6	28	0.12	655	2.9
2002	2,338,761	28	0.1	584	2.5	24	0.10	636	2.7
2003	2,385,358	36	0.2	540	2.3	23	0.10	599	2.5
2004	2,469,230	37	0.1	583	2.4	23	0.09	643	2.6
2005	2,547,389	28	0.1	552	2.2	20	0.08	600	2.4
Total	22,760,210	363	0.2	6,655	2.9	291	0.13	7,309	3.2

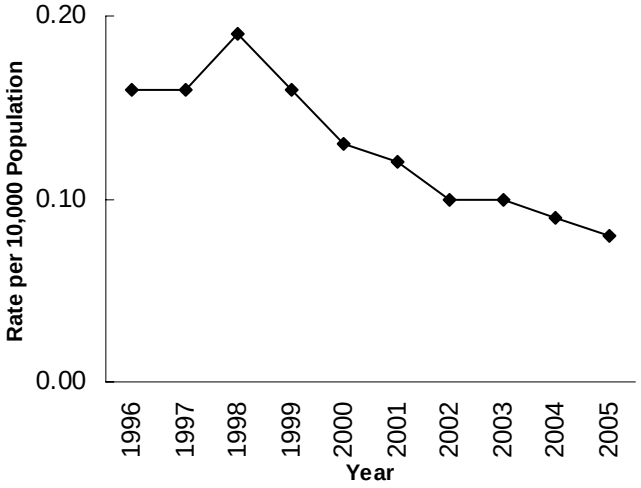
- In 2005, the rate of pedestrian-motor vehicle injury crashes was 2.4; an 8% decrease from 2004.
- In 2005, the rate of fatal pedestrian-motor vehicle crashes reached a new ten-year low (0.08 per 10,000 pop.).

Pedestrian-Motor Vehicle Injury Crashes (Utah 1996-2005)



- Over the last ten years, total pedestrian-motor vehicle crashes and pedestrian-motor vehicle injury crashes have followed a similar trend.
- The highest rate of total pedestrian-motor vehicle crashes (5.6) and the highest rate of pedestrian-motor vehicle injury crashes (5.2) occurred in 1996, and have been followed by a decreasing trend.

Fatal Pedestrian-Motor Vehicle Crashes (Utah 1996-2005)



- During the last ten years, the highest rate of fatal pedestrian-motor vehicle crashes occurred in 1998 (0.19).
- Since 1998, the rate of fatal pedestrian-motor vehicle crashes has varied slightly from year to year, but has followed a decreasing trend; decreasing once again in 2005.

NOTE: Part of the decrease in reported pedestrian-motor vehicle crashes from 1997 forward is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, pedestrian-motor vehicle crashes that occurred in a parking lot, driveway, and other private roadways are not included from 1997 forward.

Counties

Pedestrians Involved in Crashes by County (Utah 2005)

Pedestrians												
	Non-Injured Pedestrians			Injured Pedestrians			Pedestrians Killed			Total Pedestrians		
	Non-Injured Ped.	Rate per 100 Million VMT	Rate per 10,000 Population	Injured Ped.	Rate per 100 Million VMT	Rate per 10,000 Population	Killed Ped.	Rate per 100 Million VMT	Rate per 10,000 Population	All Ped.	Rate per 100 Million VMT	Rate per 10,000 Population
County	#			#			#			#		
Beaver	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Box Elder	0	0.0	0.0	6	0.7	1.3	0	0.0	0.0	6	0.7	1.3
Cache	2	0.2	0.2	16	1.8	1.5	1	0.1	0.1	19	2.1	1.8
Carbon	0	0.0	0.0	3	1.0	1.6	0	0.0	0.0	3	1.0	1.6
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Davis	5	0.2	0.2	47	2.0	1.7	1	0.0	0.0	53	2.3	1.9
Duchesne	0	0.0	0.0	2	1.0	1.3	0	0.0	0.0	2	1.0	1.3
Emery	0	0.0	0.0	3	0.8	2.9	0	0.0	0.0	3	0.8	2.9
Garfield	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Grand	0	0.0	0.0	2	0.8	2.3	0	0.0	0.0	2	0.8	2.3
Iron	0	0.0	0.0	5	0.8	1.2	0	0.0	0.0	5	0.8	1.2
Juab	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Kane	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Millard	0	0.0	0.0	2	0.4	1.5	2	0.4	1.5	4	0.9	3.0
Morgan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Salt Lake	22	0.3	0.2	340	4.2	3.5	10	0.1	0.1	372	4.6	3.8
San Juan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Sanpete	0	0.0	0.0	1	0.4	0.4	0	0.0	0.0	1	0.4	0.4
Sevier	0	0.0	0.0	2	0.5	1.0	0	0.0	0.0	2	0.5	1.0
Summit	1	0.1	0.3	5	0.7	1.4	0	0.0	0.0	6	0.9	1.7
Tooele	0	0.0	0.0	5	0.6	1.0	0	0.0	0.0	5	0.6	1.0
Uintah	0	0.0	0.0	1	0.3	0.4	0	0.0	0.0	1	0.3	0.4
Utah	2	0.1	0.0	101	2.8	2.2	2	0.1	0.0	105	2.9	2.3
Wasatch	0	0.0	0.0	2	0.7	1.0	0	0.0	0.0	2	0.7	1.0
Washington	0	0.0	0.0	28	2.5	2.2	2	0.2	0.2	30	2.6	2.4
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Weber	3	0.2	0.1	55	3.6	2.6	2	0.1	0.1	60	3.9	2.8
Statewide	35	0.1	0.1	626	2.5	2.5	20	0.1	0.1	681	2.7	2.7

- Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.
- Rate per 100 million vehicle miles traveled:
  - Salt Lake (4.2), Weber (3.6) and Utah (2.8) had the highest rates of pedestrians injured in crashes per 100 million vehicle miles traveled.
  - Millard (0.4) and Washington (0.2) had the highest rate of pedestrians killed in crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
  - Salt Lake (3.5), Emery (2.9) and Weber (2.6) had the highest rates of pedestrians injured in crashes per 10,000 population.
  - Millard (1.5) and Washington (0.2) had the highest rates of pedestrians killed in crashes per 10,000 population.

Counties

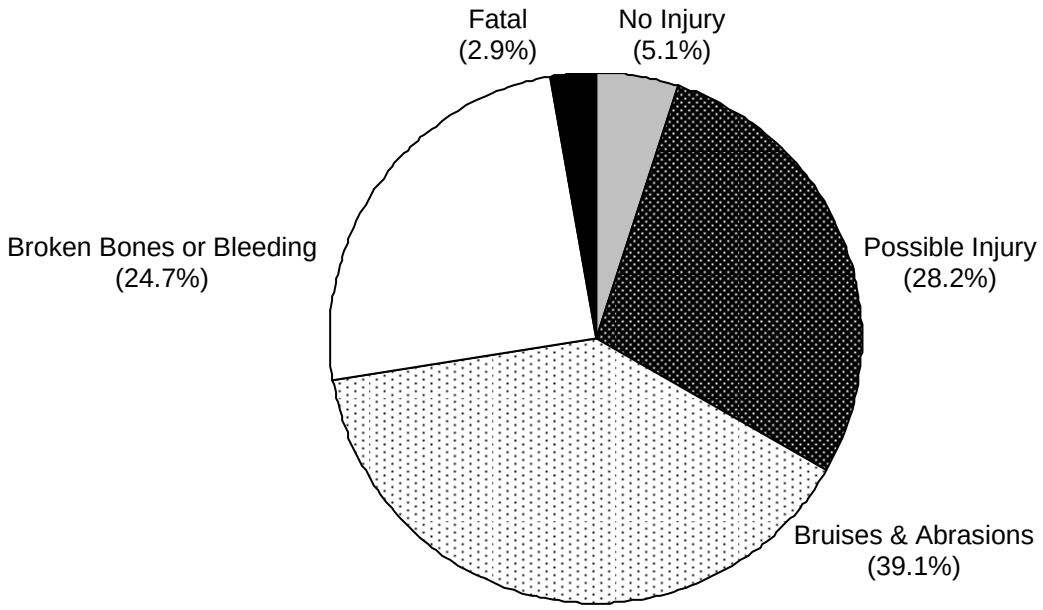
Pedestrian-Motor Vehicle Crashes by County (Utah 2005)

Pedestrian-Motor Vehicle Crashes												
	Property Damage Only (PDO)			Injury			Fatal			Total		
	Ped-MV PDO Crashes	Rate per 100 Million VMT	Rate per 10,000 Population	Ped-MV Injury Crashes	Rate per 100 Million VMT	Rate per 10,000 Population	Ped-MV Fatal Crashes	Rate per 100 Million VMT	Rate per 10,000 Population	All Ped-MV Crashes	Rate per 100 Million VMT	Rate per 10,000 Population
County	#			#			#			#		
Beaver	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Box Elder	0	0.0	0.0	5	0.6	1.1	0	0.0	0.0	5	0.6	1.1
Cache	0	0.0	0.0	15	1.6	1.4	1	0.1	0.1	16	1.8	1.5
Carbon	0	0.0	0.0	3	1.0	1.6	0	0.0	0.0	3	1.0	1.6
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Davis	3	0.1	0.1	37	1.6	1.3	1	0.0	0.0	41	1.7	1.5
Duchesne	0	0.0	0.0	2	1.0	1.3	0	0.0	0.0	2	1.0	1.3
Emery	1	0.3	1.0	3	0.8	2.9	0	0.0	0.0	4	1.1	3.8
Garfield	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Grand	0	0.0	0.0	2	0.8	2.3	0	0.0	0.0	2	0.8	2.3
Iron	0	0.0	0.0	5	0.8	1.2	0	0.0	0.0	5	0.8	1.2
Juab	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Kane	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Millard	0	0.0	0.0	1	0.2	0.8	2	0.4	1.5	3	0.7	2.3
Morgan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Salt Lake	17	0.2	0.2	305	3.7	3.1	10	0.1	0.1	332	4.1	3.4
San Juan	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Sanpete	0	0.0	0.0	1	0.4	0.4	0	0.0	0.0	1	0.4	0.4
Sevier	0	0.0	0.0	2	0.5	1.0	0	0.0	0.0	2	0.5	1.0
Summit	1	0.1	0.3	3	0.4	0.8	0	0.0	0.0	4	0.6	1.1
Tooele	0	0.0	0.0	4	0.5	0.8	0	0.0	0.0	4	0.5	0.8
Uintah	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Utah	4	0.1	0.1	96	2.6	2.1	2	0.1	0.0	102	2.8	2.2
Wasatch	0	0.0	0.0	3	1.1	1.5	0	0.0	0.0	3	1.1	1.5
Washington	0	0.0	0.0	24	2.1	1.9	2	0.2	0.2	26	2.3	2.0
Wayne	1	2.6	4.0	0	0.0	0.0	0	0.0	0.0	1	2.6	4.0
Weber	1	0.1	0.0	41	2.7	1.9	2	0.1	0.1	44	2.9	2.1
Statewide	28	0.1	0.1	552	2.2	2.2	20	0.1	0.1	600	2.4	2.4

- Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.
- Rate per 100 million vehicle miles traveled:
  - Salt Lake (3.7), Weber (2.7) and Utah (2.6) had the highest rates of pedestrian-motor vehicle injury crashes per 100 million vehicle miles traveled.
  - Millard (0.4) and Washington (0.2) had the highest rate of fatal pedestrian-motor vehicle crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
  - Salt Lake (3.1), Emery (2.9) and Grand (2.3) had the highest rates of pedestrian-motor vehicle injury crashes per 10,000 population.
  - Millard (1.5) and Washington (0.2) had the highest rates of fatal pedestrian-motor vehicle crashes per 10,000 population.

Pedestrian Characteristics

Injury Severity of Pedestrians Involved in Crashes (Utah 2005)



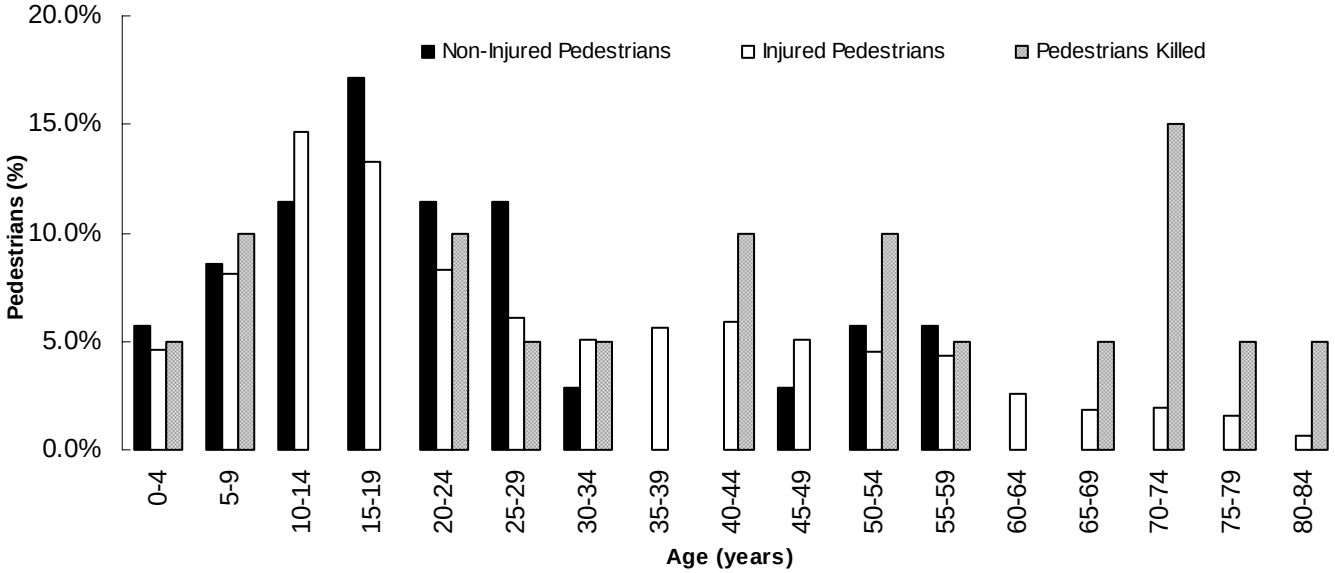
- In the above table, there were a total of 681 pedestrians involved in crashes.
- The above graph shows that 92.0% of pedestrians involved in crashes sustained a non-fatal injury compared to 20.2% of all motor vehicle crash occupants.
- The percentage of pedestrians killed in crashes (2.9%) was much higher than the percentage for all motor vehicle crash occupants (0.2%).
- In fact, pedestrians were 17 times more likely to be killed in a crash than other motor vehicle crash occupants.

Pedestrian Characteristics

Age of Pedestrians Involved in Crashes (Utah 2005)

Pedestrians								
	Non-Injured Pedestrians		Injured Pedestrians		Pedestrians Killed		Total Pedestrians	
Age	#	%	#	%	#	%	#	%
0-4	2	5.7%	29	4.6%	1	5.0%	32	4.7%
5-9	3	8.6%	51	8.1%	2	10.0%	56	8.2%
10-14	4	11.4%	92	14.7%	0	0.0%	96	14.1%
15-19	6	17.1%	83	13.3%	0	0.0%	89	13.1%
20-24	4	11.4%	52	8.3%	2	10.0%	58	8.5%
25-29	4	11.4%	38	6.1%	1	5.0%	43	6.3%
30-34	1	2.9%	32	5.1%	1	5.0%	34	5.0%
35-39	0	0.0%	35	5.6%	0	0.0%	35	5.1%
40-44	0	0.0%	37	5.9%	2	10.0%	39	5.7%
45-49	1	2.9%	32	5.1%	0	0.0%	33	4.8%
50-54	2	5.7%	28	4.5%	2	10.0%	32	4.7%
55-59	2	5.7%	27	4.3%	1	5.0%	30	4.4%
60-64	0	0.0%	16	2.6%	0	0.0%	16	2.3%
65-69	0	0.0%	11	1.8%	1	5.0%	12	1.8%
70-74	0	0.0%	12	1.9%	3	15.0%	15	2.2%
75-79	0	0.0%	10	1.6%	1	5.0%	11	1.6%
80-84	0	0.0%	4	0.6%	1	5.0%	5	0.7%
85+	2	5.7%	2	0.3%	2	10.0%	6	0.9%
Missing	4	11.4%	35	5.6%	0	0.0%	39	5.7%
Total	35	100.0%	626	100.0%	20	100.0%	681	100.0%

Age of Pedestrians Involved in Crashes (Utah 2005)



- Overall, the largest percentage of pedestrians involved in crashes were aged 10 to 14 years (14.1%). This age group also represented the largest percentage of pedestrians injured in crashes (14.7%).
- The highest percentage of pedestrian fatalities occurred in the 70 to 74 year age group (15.0%).

Pedestrian Characteristics

Gender of Pedestrians Involved in Crashes (Utah 2005)

Pedestrians								
	Non-Injured Pedestrians		Injured Pedestrians		Pedestrians Killed		Total Pedestrians	
Gender	#	%	#	%	#	%	#	%
Female	12	34.3%	269	43.0%	6	30.0%	287	42.1%
Male	22	62.9%	345	55.1%	14	70.0%	381	55.9%
Missing	1	2.9%	12	1.9%	0	0.0%	13	1.9%
Total	35	100.0%	626	100.0%	20	100.0%	681	100.0%

- The majority of all pedestrians (55.9%), injured pedestrians (55.1%) and pedestrians killed (70.0%) in crashes were male.

Actions of Pedestrians Prior to Crashes (Utah 2005)

Pedestrians								
	Non-Injured Pedestrians		Injured Pedestrians		Pedestrians Killed		Total Pedestrians	
Pedestrian Action Prior to Crash	#	%	#	%	#	%	#	%
Crossing Intersection with Signal	6	17.1%	151	24.1%	1	5.0%	158	23.2%
Crossing Not at Intersection	6	17.1%	97	15.5%	5	25.0%	108	15.9%
Crossing Intersection with No Signal	5	14.3%	73	11.7%	3	15.0%	81	11.9%
Crossing Intersection Against Signal	6	17.1%	40	6.4%	2	10.0%	48	7.0%
Other Standing in Roadway	1	2.9%	33	5.3%	1	5.0%	35	5.1%
Other in Roadway	0	0.0%	24	3.8%	2	10.0%	26	3.8%
Coming From Behind Parked Cars	0	0.0%	24	3.8%	0	0.0%	24	3.5%
Crosswalk Not at Intersection	1	2.9%	22	3.5%	1	5.0%	24	3.5%
Walking in Roadway with Traffic	0	0.0%	19	3.0%	1	5.0%	20	2.9%
Not in Roadway	0	0.0%	16	2.6%	0	0.0%	16	2.3%
Playing in Roadway	1	2.9%	14	2.2%	0	0.0%	15	2.2%
Walking on Sidewalk	1	2.9%	12	1.9%	0	0.0%	13	1.9%
Riding in Roadway Against Traffic	0	0.0%	10	1.6%	0	0.0%	10	1.5%
Other Working in Roadway	3	8.6%	5	0.8%	1	5.0%	9	1.3%
Riding on Sidewalk	1	2.9%	7	1.1%	0	0.0%	8	1.2%
Getting On or Off Other Vehicle	0	0.0%	6	1.0%	1	5.0%	7	1.0%
Riding in Roadway with Traffic	0	0.0%	7	1.1%	0	0.0%	7	1.0%
Walking To or From School	0	0.0%	6	1.0%	0	0.0%	6	0.9%
Walking in Roadway Against Traffic	0	0.0%	4	0.6%	1	5.0%	5	0.7%
Hitching on Vehicle	0	0.0%	5	0.8%	0	0.0%	5	0.7%
Crossing Intersection Diagonally	0	0.0%	4	0.6%	0	0.0%	4	0.6%
Standing on Median Island in Crosswalk	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Lying in Roadway	0	0.0%	2	0.3%	0	0.0%	2	0.3%
Pushing or Working on Vehicle in Roadway	0	0.0%	1	0.2%	0	0.0%	1	0.1%
Missing	4	11.4%	42	6.7%	1	5.0%	47	6.9%
Total	35	100.0%	626	100.0%	20	100.0%	681	100.0%

- Leading pedestrian actions prior to crashes were “crossing intersection (with signal, no signal, against signal, diagonally)” (42.7%).

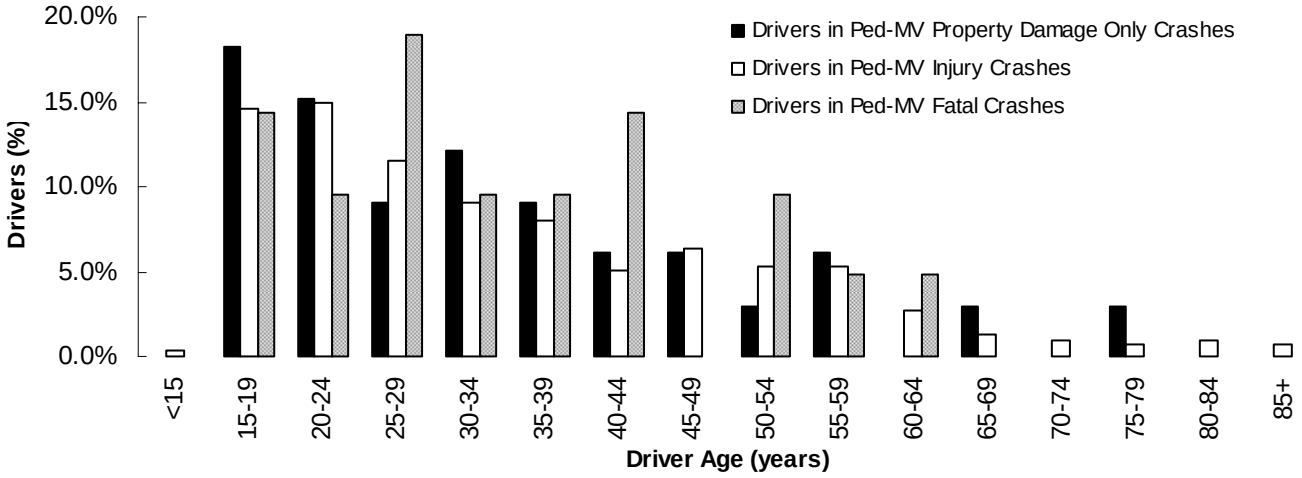
Driver Characteristics

Driver Age (Utah 2005)

Drivers								
	Drivers Involved in Pedestrian-MV Property Damage Only Crashes		Drivers Involved in Pedestrian-MV Injury Crashes		Drivers Involved in Pedestrian-MV Fatal Crashes		Total Drivers Involved in Pedestrian-MV Crashes	
Driver Age	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
<15	0	0.0%	2	0.4%	0	0.0%	2	0.3%
15-19	6	18.2%	80	14.6%	3	14.3%	89	14.8%
20-24	5	15.2%	82	14.9%	2	9.5%	89	14.8%
25-29	3	9.1%	63	11.5%	4	19.0%	70	11.6%
30-34	4	12.1%	50	9.1%	2	9.5%	56	9.3%
35-39	3	9.1%	44	8.0%	2	9.5%	49	8.1%
40-44	2	6.1%	28	5.1%	3	14.3%	33	5.5%
45-49	2	6.1%	35	6.4%	0	0.0%	37	6.1%
50-54	1	3.0%	29	5.3%	2	9.5%	32	5.3%
55-59	2	6.1%	29	5.3%	1	4.8%	32	5.3%
60-64	0	0.0%	15	2.7%	1	4.8%	16	2.7%
65-69	1	3.0%	7	1.3%	0	0.0%	8	1.3%
70-74	0	0.0%	5	0.9%	0	0.0%	5	0.8%
75-79	1	3.0%	4	0.7%	0	0.0%	5	0.8%
80-84	0	0.0%	5	0.9%	0	0.0%	5	0.8%
85+	0	0.0%	4	0.7%	0	0.0%	4	0.7%
Unknown	3	9.1%	67	12.2%	1	4.8%	71	11.8%
Total	33	100.0%	549	100.0%	21	100.0%	603	100.0%

NOTE: More than one driver may be involved in a pedestrian-motor vehicle crash and driver information may be missing (e.g., hit and run).

Age of Drivers Involved in Pedestrian-Motor Vehicle Crashes (Utah 2005)



- The above table and graph show that drivers between the ages of 20 to 24 years represented the greatest percentage of drivers involved in total pedestrian-motor vehicle crashes (14.8%) and pedestrian-motor vehicle injury crashes (14.9%).
- The percentage of drivers involved in fatal pedestrian-motor vehicle crashes was highest for those aged 25 to 29 years (19.0%).

Driver Characteristics

Driver Gender (Utah 2005)

Drivers								
	Drivers Involved in Pedestrian-MV Property Damage Only Crashes		Drivers Involved in Pedestrian-MV Injury Crashes		Drivers Involved in Pedestrian-MV Fatal Crashes		Total Drivers Involved in Pedestrian-MV Crashes	
Driver Gender	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Female	10	30.3%	227	41.3%	6	28.6%	243	40.3%
Male	21	63.6%	276	50.3%	14	66.7%	311	51.6%
Unknown	2	6.1%	46	8.4%	1	4.8%	49	8.1%
Total	33	100.0%	549	100.0%	21	100.0%	603	100.0%

NOTE: More than one driver may be involved in a pedestrian-motor vehicle crash and driver information may be missing (e.g., hit and run).

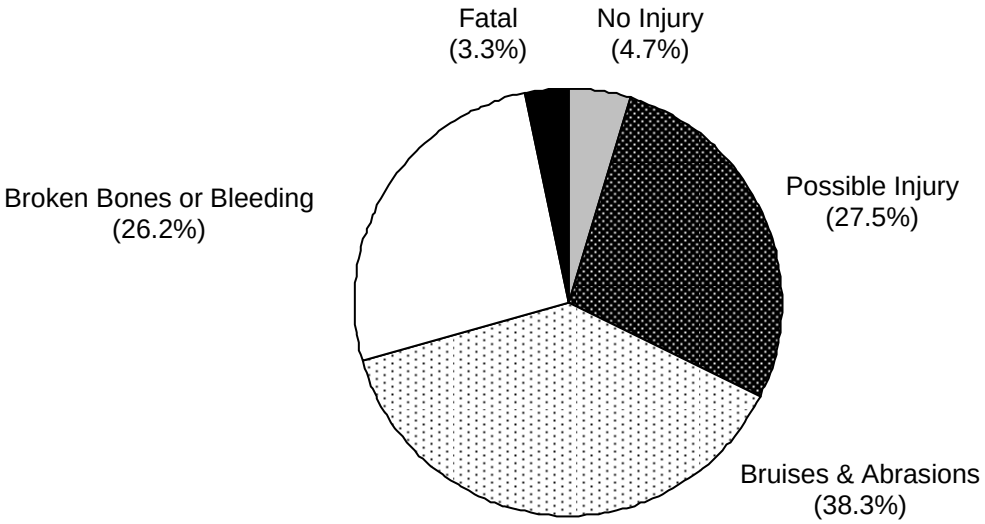
- The majority of drivers involved in total pedestrian-motor vehicle crashes (51.6%), pedestrian-motor vehicle injury crashes (50.3%), and fatal pedestrian-motor vehicle crashes (66.7%) were male.

Alcohol and Other Drug Involvement of Pedestrians and Motor Vehicle Drivers (Utah 2005)

- Of the 20 pedestrians killed in 2005, 2 pedestrians (10.0%) were impaired by alcohol or other drugs, and 2 pedestrians (10.0%) were killed by an impaired driver.

Pedestrian-Motor Vehicle Crash Characteristics

Pedestrian-Motor Vehicle Crash Severity (Utah 2005)



- In the above table, there were a total of 600 pedestrian-motor vehicle crashes.
- The above graph shows that 92.0% of pedestrian-motor vehicle crashes resulted in some level of non-fatal injury compared to 35.6% of all motor vehicle crashes.
- Moreover, 3.3% of pedestrian-motor vehicle crashes resulted in a fatality, compared to 0.4% of all motor vehicle crashes.

Pedestrian-Motor Vehicle Crashes by Month of Year (Utah 2005)

Pedestrian-Motor Vehicle Crashes									
		Property Damage Only (PDO)		Injury		Fatal		Total	
	Days in	Pedestrian-MV	Rate	Pedestrian-MV	Rate	Pedestrian-MV	Rate	All Pedestrian-MV	Rate
	Month	PDO Crashes	per	Injury Crashes	per	Fatal Crashes	per	Crashes	per
Month	#	#	Day	#	Day	#	Day	#	Day
January	31	4	0.1	43	1.4	1	0.03	48	1.5
February	28	2	0.1	43	1.5	4	0.14	49	1.8
March	31	1	0.0	47	1.5	1	0.03	49	1.6
April	30	4	0.1	44	1.5	0	0.00	48	1.6
May	31	5	0.2	52	1.7	1	0.03	58	1.9
June	30	2	0.1	39	1.3	0	0.00	41	1.4
July	31	2	0.1	40	1.3	2	0.06	44	1.4
August	31	0	0.0	42	1.4	2	0.06	44	1.4
September	30	0	0.0	50	1.7	2	0.07	52	1.7
October	31	3	0.1	59	1.9	3	0.10	65	2.1
November	30	1	0.0	32	1.1	1	0.03	34	1.1
December	31	4	0.1	61	2.0	3	0.10	68	2.2
Total	365	28	0.1	552	1.5	20	0.05	600	1.6

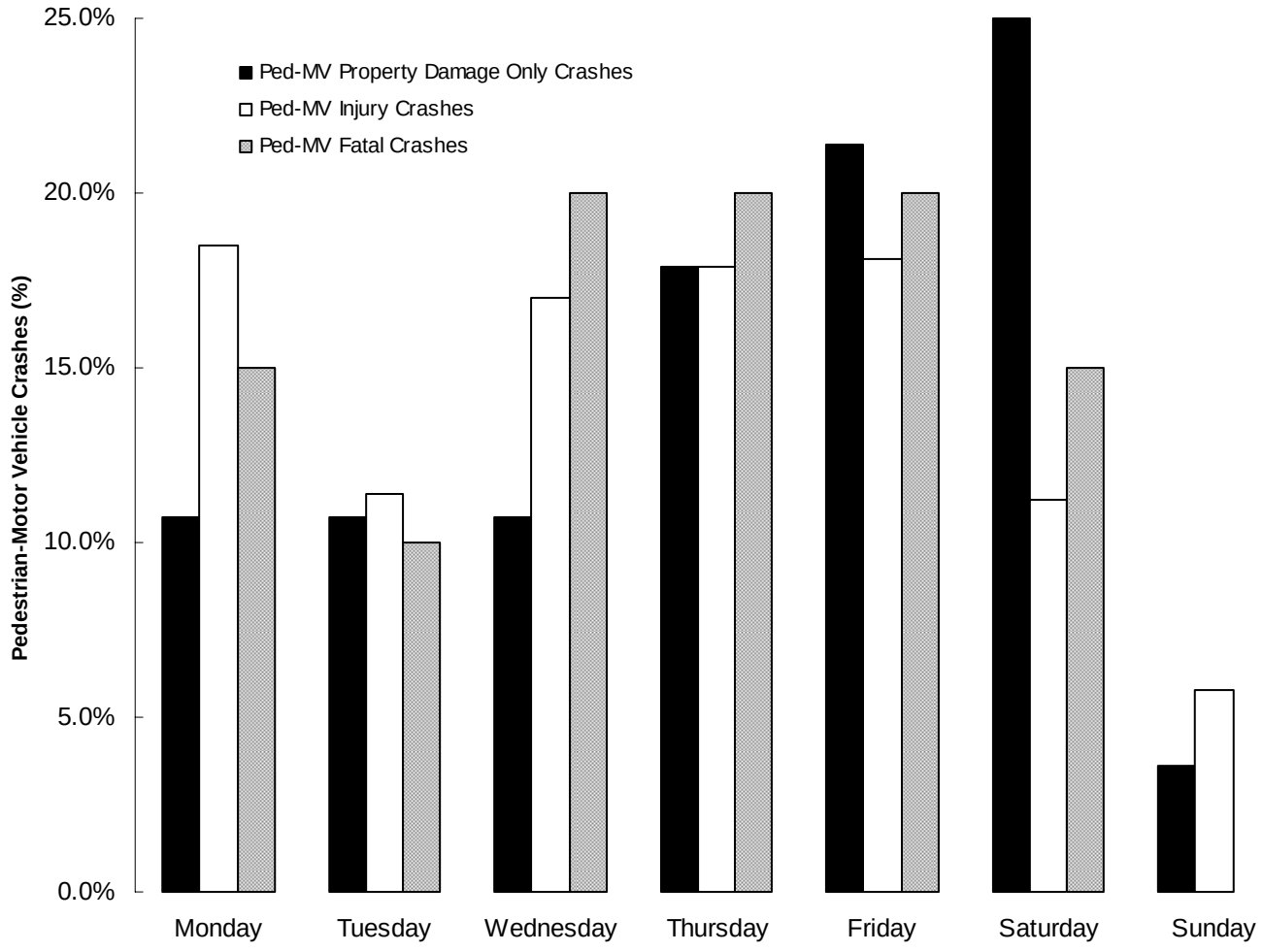
- The above table shows that December (2.2), October (2.1) and May (1.9) had the highest rates per day of total pedestrian-motor vehicle crashes.
- December (2.0) and October (1.9) had the highest rate per day of pedestrian-motor vehicle injury crashes.
- February (0.14) had the highest rates per day of fatal pedestrian-motor vehicle crashes.

Pedestrian-Motor Vehicle Crash Characteristics

Pedestrian-Motor Vehicle Crashes by Day of Week (Utah 2005)

Pedestrian-Motor Vehicle Crashes								
	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Day of Week	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Monday	3	10.7%	102	18.5%	3	15.0%	108	18.0%
Tuesday	3	10.7%	63	11.4%	2	10.0%	68	11.3%
Wednesday	3	10.7%	94	17.0%	4	20.0%	101	16.8%
Thursday	5	17.9%	99	17.9%	4	20.0%	108	18.0%
Friday	6	21.4%	100	18.1%	4	20.0%	110	18.3%
Saturday	7	25.0%	62	11.2%	3	15.0%	72	12.0%
Sunday	1	3.6%	32	5.8%	0	0.0%	33	5.5%
Total	28	100.0%	552	100.0%	20	100.0%	600	100.0%

Pedestrian-Motor Vehicle Crashes by Day of Week (Utah 2005)



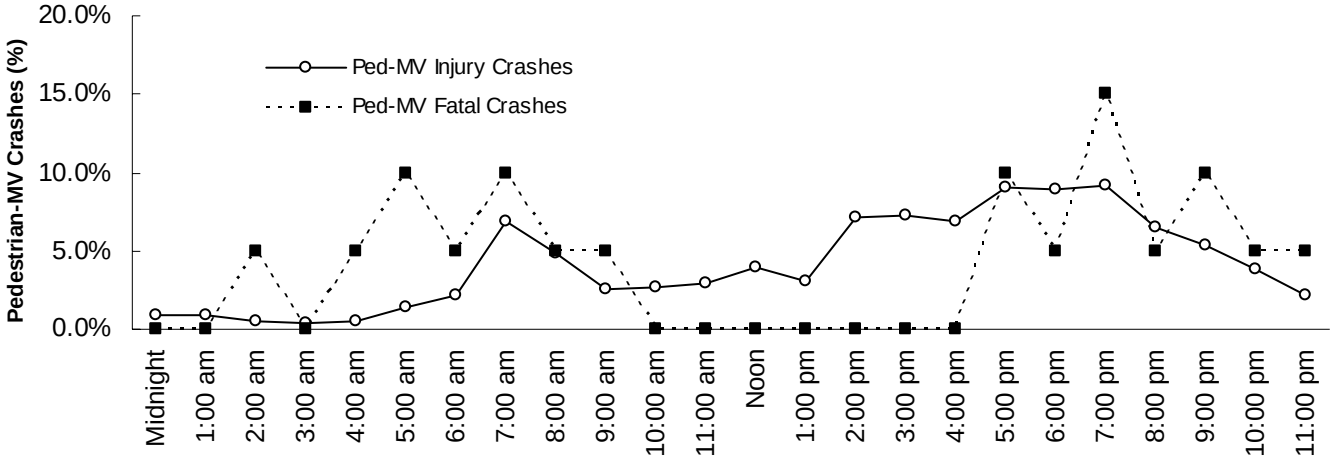
- The above table and graph show that the highest percentage of total pedestrian-motor vehicle crashes (18.3%) occurred on Friday, while the highest percentage of pedestrian-motor vehicle injury crashes (18.5%) occurred on Monday.

Pedestrian-Motor Vehicle Crash Characteristics

Pedestrian-Motor Vehicle Crashes by Hour of Day (Utah 2005)

Pedestrian-Motor Vehicle Crashes								
	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Hour	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Midnight	0	0.0%	5	0.9%	0	0.0%	5	0.8%
1:00 am	1	3.6%	5	0.9%	0	0.0%	6	1.0%
2:00 am	0	0.0%	3	0.5%	1	5.0%	4	0.7%
3:00 am	0	0.0%	2	0.4%	0	0.0%	2	0.3%
4:00 am	0	0.0%	3	0.5%	1	5.0%	4	0.7%
5:00 am	0	0.0%	8	1.4%	2	10.0%	10	1.7%
6:00 am	0	0.0%	12	2.2%	1	5.0%	13	2.2%
7:00 am	4	14.3%	38	6.9%	2	10.0%	44	7.3%
8:00 am	3	10.7%	27	4.9%	1	5.0%	31	5.2%
9:00 am	1	3.6%	14	2.5%	1	5.0%	16	2.7%
10:00 am	0	0.0%	15	2.7%	0	0.0%	15	2.5%
11:00 am	2	7.1%	16	2.9%	0	0.0%	18	3.0%
Noon	1	3.6%	22	4.0%	0	0.0%	23	3.8%
1:00 pm	2	7.1%	17	3.1%	0	0.0%	19	3.2%
2:00 pm	1	3.6%	39	7.1%	0	0.0%	40	6.7%
3:00 pm	0	0.0%	40	7.2%	0	0.0%	40	6.7%
4:00 pm	0	0.0%	38	6.9%	0	0.0%	38	6.3%
5:00 pm	3	10.7%	50	9.1%	2	10.0%	55	9.2%
6:00 pm	4	14.3%	49	8.9%	1	5.0%	54	9.0%
7:00 pm	1	3.6%	51	9.2%	3	15.0%	55	9.2%
8:00 pm	0	0.0%	36	6.5%	1	5.0%	37	6.2%
9:00 pm	4	14.3%	29	5.3%	2	10.0%	35	5.8%
10:00 pm	1	3.6%	21	3.8%	1	5.0%	23	3.8%
11:00 pm	0	0.0%	12	2.2%	1	5.0%	13	2.2%
Total	28	100.0%	552	100.0%	20	100.0%	600	100.0%

Pedestrian-Motor Vehicle Crashes by Hour of Day (Utah 2005)



- In 2005, total pedestrian-motor vehicle crashes and pedestrian-motor vehicle injury crashes followed a similar time pattern, peaking between 2:00 pm and 7:00 pm. There was another peak during the 7:00 am hour.
- Fatal pedestrian-motor vehicle crashes occurred most often during the 7:00 pm hour.

Pedestrian-Motor Vehicle Crash Characteristics

Locality of Pedestrian-Motor Vehicle Crashes (Utah 2005)

Pedestrian-Motor Vehicle Crashes								
	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Locality	#	%	#	%	#	%	#	%
Shopping/Business	13	46.4%	260	47.1%	6	30.0%	279	46.5%
Residential	7	25.0%	220	39.9%	5	25.0%	232	38.7%
School	3	10.7%	31	5.6%	1	5.0%	35	5.8%
Open Country	1	3.6%	10	1.8%	3	15.0%	14	2.3%
Manufacturing/Industrial	2	7.1%	8	1.4%	1	5.0%	11	1.8%
Farms and Fields	2	7.1%	7	1.3%	1	5.0%	10	1.7%
Playground	0	0.0%	5	0.9%	0	0.0%	5	0.8%
Church	0	0.0%	4	0.7%	0	0.0%	4	0.7%
Railroad Tracks	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Unknown	0	0.0%	5	0.9%	3	15.0%	8	1.3%
Total	28	100.0%	552	100.0%	20	100.0%	600	100.0%

- The above table shows the majority of total pedestrian-motor vehicle crashes (46.5%), pedestrian-motor vehicle injury crashes (47.1%), and fatal pedestrian-motor vehicle crashes (30.0%) occurred in shopping/ business areas.

Urban/Rural Location of Pedestrian-Motor Vehicle Crashes (Utah 2005)

Pedestrian-Motor Vehicle Crashes								
	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
Urban/Rural Location	#	%	#	%	#	%	#	%
Rural Area - Up to 5,000	6	21.4%	86	15.6%	3	15.0%	95	15.8%
Small Urban - 5,000 to 49,999	0	0.0%	29	5.3%	2	10.0%	31	5.2%
Moderate Urban - 50,000 to 199,999	0	0.0%	9	1.6%	1	5.0%	10	1.7%
Large Urban - 200,000 or More	22	78.6%	425	77.0%	11	55.0%	458	76.3%
Unknown	0	0.0%	3	0.5%	3	15.0%	6	1.0%
Total	28	100.0%	552	100.0%	20	100.0%	600	100.0%

- Urban areas accounted for 83.2% of total pedestrian-motor vehicle crashes, 83.9% of pedestrian-motor vehicle injury crashes and 70.0% of fatal pedestrian-motor vehicle crashes.

Pedestrian-Motor Vehicle Crash Characteristics

Type of Vehicles Involved in Pedestrian-Motor Vehicle Crashes (Utah 2005)

Vehicles								
	Vehicles Involved in Pedestrian-MV PDO Crashes		Vehicles Involved in Pedestrian-MV Injury Crashes		Vehicles Involved in Pedestrian-MV Fatal Crashes		Total Vehicles Involved in Pedestrian-MV Crashes	
Vehicle Type	#	%	#	%	#	%	#	%
Passenger Car	20	57.1%	338	60.0%	8	38.1%	366	59.1%
Light Truck, Van or SUV	14	40.0%	201	35.7%	10	47.6%	225	36.3%
Hit and Run Vehicle	0	0.0%	12	2.1%	0	0.0%	12	1.9%
Large/Semi Truck	0	0.0%	4	0.7%	2	9.5%	6	1.0%
Motorcycle	0	0.0%	2	0.4%	0	0.0%	2	0.3%
School Bus	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Other	1	2.9%	5	0.9%	1	4.8%	7	1.1%
Total	35	100.0%	563	100.0%	21	100.0%	619	100.0%

- The above table shows that the largest percentage of vehicles involved in total pedestrian-motor vehicle crashes (59.1%), and pedestrian-motor vehicle injury crashes (60.0%), were passenger cars.
- Light trucks, vans or SUV's represented the highest percentage of vehicles involved in fatal pedestrian-motor vehicle crashes (47.6%).

Pedestrian-Motor Vehicle Crash Violations (Utah 2005)

Violations (Drivers)								
	Drivers Cited in Pedestrian-MV PDO Crashes		Drivers Cited in Pedestrian-MV Injury Crashes		Drivers Cited in Pedestrian-MV Fatal Crashes		Total Drivers Cited in Pedestrian-MV Crashes	
Violations	#	%	#	%	#	%	#	%
Failure to Yield Right-of-Way	2	28.6%	89	52.7%	1	25.0%	92	51.1%
Improper Lookout	3	42.9%	31	18.3%	0	0.0%	34	18.9%
Other Non-Moving Violations	0	0.0%	21	12.4%	0	0.0%	21	11.7%
All Other Moving Violations	1	14.3%	9	5.3%	0	0.0%	10	5.6%
Hit and Run	1	14.3%	4	2.4%	0	0.0%	5	2.8%
Driving Under the Influence	0	0.0%	4	2.4%	0	0.0%	4	2.2%
Negligent Collision	0	0.0%	3	1.8%	0	0.0%	3	1.7%
Vehicle Homicide	0	0.0%	0	0.0%	3	75.0%	3	1.7%
Reckless Driving	0	0.0%	2	1.2%	0	0.0%	2	1.1%
Improper Turn (Failure to Signal)	0	0.0%	2	1.2%	0	0.0%	2	1.1%
Failure to Stop at a Stop Sign	0	0.0%	2	1.2%	0	0.0%	2	1.1%
Improper Passing	0	0.0%	1	0.6%	0	0.0%	1	0.6%
Wrong Side of Road	0	0.0%	1	0.6%	0	0.0%	1	0.6%
Total	7	100.0%	169	100.0%	4	100.0%	180	100.0%

- In 2005, there were 603 drivers involved in pedestrian-motor vehicle crashes. Officers at the scene of the crash cited 180 (29.9%) of those drivers for a traffic violation.
- "Failure to yield the right-of-way" was the leading violation for total pedestrian-motor vehicle crashes (51.1%), and pedestrian-motor vehicle injury crashes (52.7%).
- Only 4 of the 21 drivers involved in fatal pedestrian-motor vehicle crashes received a citation. The drivers were cited for "vehicle homicide" (75.0%) and "failure to yield the right-of-way" (25.0%).

Pedestrian-Motor Vehicle Crash Characteristics

Contributing Factors of Pedestrian-Motor Vehicle Crashes (Utah 2005)

Contributing Factors (Pedestrian-Motor Vehicle Crashes)								
	Contributing Factors Coded for Vehicles Involved in:							
	Pedestrian-MV Property Damage Only Crashes		Pedestrian-MV Injury Crashes		Pedestrian-MV Fatal Crashes		Total Pedestrian-MV Crashes	
Contributing Factors	#	%	#	%	#	%	#	%
Improper Lookout	6	26.1%	178	38.4%	3	23.1%	187	37.5%
Failed to Yield Right of Way	5	21.7%	130	28.1%	3	23.1%	138	27.7%
Hit and Run	2	8.7%	54	11.7%	2	15.4%	58	11.6%
Other Improper Driving	1	4.3%	18	3.9%	0	0.0%	19	3.8%
Disregard Traffic Signal	4	17.4%	5	1.1%	0	0.0%	9	1.8%
Windshield Not Clear	0	0.0%	8	1.7%	0	0.0%	8	1.6%
Speed Too Fast	1	4.3%	7	1.5%	0	0.0%	8	1.6%
Object in Roadway	0	0.0%	6	1.3%	2	15.4%	8	1.6%
Other Driver Distractions	2	8.7%	5	1.1%	0	0.0%	7	1.4%
Passed Stop Sign	1	4.3%	6	1.3%	0	0.0%	7	1.4%
Aggressive Driving	0	0.0%	6	1.3%	0	0.0%	6	1.2%
Made Improper Turn	0	0.0%	5	1.1%	0	0.0%	5	1.0%
Driving Under the Influence	0	0.0%	5	1.1%	0	0.0%	5	1.0%
Improper Backing	0	0.0%	5	1.1%	0	0.0%	5	1.0%
Improper Parking	0	0.0%	4	0.9%	0	0.0%	4	0.8%
Non-Contact Vehicle Involved	0	0.0%	2	0.4%	1	7.7%	3	0.6%
Other Defective Condition of Vehicle	0	0.0%	2	0.4%	1	7.7%	3	0.6%
Other Lights or Reflectors Defective	0	0.0%	3	0.6%	0	0.0%	3	0.6%
Vehicle Rolling in Traffic Lane	1	4.3%	1	0.2%	0	0.0%	2	0.4%
Driver Using Cell Phone	0	0.0%	2	0.4%	0	0.0%	2	0.4%
Improper Overtaking	0	0.0%	2	0.4%	0	0.0%	2	0.4%
Asleep	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Had Been Drinking	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Brakes Defective	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Downhill Runaway	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Under the Influence of Drugs	0	0.0%	0	0.0%	1	7.7%	1	0.2%
Fatigued	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Drove Left of Center	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Stolen	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Cargo Loss or Shifted	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Followed Too Closely	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Total	23	100.0%	463	100.0%	13	100.0%	499	100.0%

- Contributing factors were coded by the police officer at the scene of the crash for each vehicle involved in the crash. The officer may record no contributing factor or up to two different contributing factors.
- "Improper lookout" was the leading contributing factor in total pedestrian-motor vehicle crashes (37.5%), pedestrian-motor vehicle injury crashes (38.4%), and fatal pedestrian-motor vehicle crashes (23.1%).
- "Failure to yield the right-of-way" and "hit and run" were also leading contributing factors in pedestrian-motor vehicle crashes.